

The Independent-Racket

The Combined Newsletter of the Twickenham Auto Club and the Tennessee Valley Region SCCA

March 2005

Editor's Corner:

By Aaron Mosher

Wow, we had a full month of kick-off activities for the club. We had our Driving School, and our Car Show, both with record turn-outs!

There is also a big change in the newsletter this month. Starting with this issue, the newsletter will mainly be published electronically, available for download from the website at www.TeamTAC.org. The newsletter has always been available online, that's not new. What is new is that hard copies will not be mailed out to everyone, rather there will be mailings only for those who request a mailing, or for those we don't have an e-mail address for. All others will receive e-mail with a link to the newsletter.

On a personal note, there's also a big change going on in my garage. I've sold my Club Rally car, and gotten rid of most of my junk-cars in preparation for building a new house, but I will still be involved with the club, and will still serve as your Newsletter Editor.

-Aaron



There was a record turnout at the TAC Driving School
(Picture from Tom Rothrock)



Many trophies were up for grabs at the TAC Car Show.
Picture by Samir (www.huntsvillecarscene.com)

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Special thanks to Samir, who takes great photographs of our events, as well as other car-related events around Huntsville. His website can be found at www.huntsvillecarscene.com, and contains a well-filled calendar of events for the Huntsville area.

For the most part, newsletters will now be sent out via e-mail or available for download from the TAC website (www.TeamTAC.org).

Hard copies will only be sent to those who specifically request newsletters to be mailed to them, in addition to those on special distribution lists.

FORUMS

TeamTAC.org

Thanks to the efforts of the current TAC webmaster, Brad Clarke, the discussion forums on teamtac.org are a great way to keep in touch with current happenings, latest changes, and discuss a wide range of issues. The forums are broken down by category and allow the user to email directly from a post to the person that posted a comment.

Tennessee Valley Region, SCCA www.tvrscca.com TVR meets the 2nd Wednesday each month at 7:00 PM at Ci Ci's Pizza 10004 Memorial Parkway SW, Huntsville, AL. Visitors are always welcome! Regional Executive Mark Rothermel Assistant Regional Executive Tom Turner H:(256) 880-2796 tom.turner@redstone.army.mil Secretary/Treasurer Richard Crowell richard.e.crowell@lmco.com Newsletter Correspondent Richard Crowell (256) 837-8023 richard.e.crowell@imco.com Solo Chairman/Webmaster John Clarke (256) 859-5070 john@tvrscca.org Board of Directors <table><tr><td>Jim Burruss</td><td>(256) 837-2007</td></tr><tr><td>John Clarke</td><td>(256) 859-5070</td></tr><tr><td>Craig Farr</td><td>(256) 426-0672</td></tr><tr><td>Eddie Jory</td><td>(256) 882-1516</td></tr></table>	Jim Burruss	(256) 837-2007	John Clarke	(256) 859-5070	Craig Farr	(256) 426-0672	Eddie Jory	(256) 882-1516	<i>Independent-Racket</i> The <i>Independent-Racket</i> is published monthly by the Tennessee Valley Region, SCCA (TVR) and the Twickenham Auto Club (TAC). The opinions expressed in this newsletter are those of the author and do not constitute official positions of TVR, TAC, or SCCA. Address all correspondence, address corrections, ads, or article submissions to Aaron Mosher, editor: E-mail: HAL9000@knology.net Please include "Newsletter" in the subject line. The <i>Independent-Racket</i> is published free of cost for the members of the Tennessee Valley Region (TVR), Sports Car Club of America (SCCA), the Twickenham Auto Club (TAC), and the advertisers in the publication. Advertising in the classified ads section of the <i>Independent-Racket</i> is free for members of TVR and/or TAC. The rates for other advertisers are posted in the classified ads section of the newsletter.	Twickenham Auto Club www.teamtac.org TAC meets the 1st and 3rd Thursday each month at 7:00 PM at the China Buffet on Madison Boulevard (old Hwy 20, west of Wall-Triana) President Mark York markyork@hotmail.com Vice President Rick Hamby Secretary Brad Clarke brad@bradclarke.com Treasurer Craig Farr farrout@knology.net Slalom Committee Chairman Charles Wright H:(256) 353-1376 Slowautoxer@aol.com Rally Committee Chairman None presently.
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Eddie Jory	(256) 882-1516									

TVREport

by Mark Rothermel

If you haven't been to a meeting lately you have missed a great deal of work that has been done lately by members of TVR.

On the Solo front the name has changed but the outlook is so bright if you wear shades then your eyes would still be squinting. Mike Cavanaugh has taken the Solo program (used to be Solo 2) and added more events on the calendar for 2005. Add to that is the high possibility of TVR moving to a new location for the summer autocrosses and suddenly the talk of Divisionals and Nationals and more maybe just on the horizon for this area.

April 3rd is our first Solo for the year and is shaping up to be a great kickoff.

On the Time Trial front (Solo 1) April has TVR co-sponsoring a Time Trial/Time Trial school on **April 16th and 17th**, George Bugg is the man in charge of the school portion of the event and we are still looking at a huge TVR turnout driver and worker wise. The Crow Mountain Hillclimb, **October 1st and 2nd**, is the biggest event TVR has probably ever thought about doing. Needing help with this event is paramount, John Barnett has put too much on his shoulders to make this event happen, it is time for this membership to step up and take some of the burden away from John. The jobs are not difficult and actually quite simple but when it is heaped upon the same person then we do that person injustice. Basically if I may be down to earth some of you need to get off your arse and not wait on a call or email to be asked to do something, let John or I know your willingness to help.

Road Racing? TVR has the opportunity to become a road racing region? You would be surprised at the

discussions going on. Once again this region has been poor to nada in workers for road racing but the sudden interest in the Time Trial program and the interest in conducting "big" events is helping TVR get noticed for more help outside our area. If you noticed the Nashville Superspeedway is having a Time Trial event 3 weeks after our Hillclimb, **October 22nd and 23rd**, this event will be put on by Chattanooga Region (who now has 19 registered road racers). If you put some things together it doesn't take a rocket scientist to notice that maybe, just maybe if we do things right at the TT school and Hillclimb and we supply help to Chattanooga Region for their event the possibilities to co-sponsor a road race may not be far behind.

TVR members..... it is time, time to work, please volunteer early. Call me at **256-586-2886**.

From the Oval Corner

By Mark York, TAC president

It is Friday evening and I am heading to the Optimist Center to prepare for the TAC Performance Driving School classroom session. I pull into the parking lot about 45 minutes early and the place is not crowded at all. I go inside and meet and do the introduction for why I am there. The guy behind the counter says "Oh, that is tonight? I almost forgot" Whew, first major disaster avoided. We go into the room that TAC rented to see that none of the tables or chairs have been set up yet. I don't panic just yet. Two of the rec. center guys start hauling in chairs and tables and the three of us begin setting them up. "How many will you need" asks one of the guys. I reply with "60-70 should be enough". Boy was I mistaken.

The chairs and tables are all in place as people start pouring in. Brad, Craig and others are helping people get registered, paid, and accounted for. The room quickly fills. As time approaches to begin the classroom session I notice we have quite a few people standing in the back of the room. The 60 limit number has long since passed but we did not or

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would not have turned someone away. We find more chairs and the classroom session began. Alan McCrispin along with several guest speakers conducted the do's and don'ts. The classroom session went off without a hitch. The second major disaster was avoided.

Saturday morning about 7:00am and the cars were already starting to pile in. I certainly have never seen as many cars at a TAC event in my short time with the club so I turn to one of our long term members, I won't say senior, and asked if he had seen that many cars there before. John Clarke said "No, not since we had a divisional race here years and years ago". I was blown away that cars now lined the typical side of the parking lot closest to the pavilion and had began to wrap around the fence line and back up the side closest to the Jaycee's building. I am thinking that divine intervention will be needed to pull this weekend off smoothly.

Alan and company had laid out 5 different features for the students and instructors. There were a 180 degree feature, a slalom feature, a kidney bean feature, an emergency lane change feature, and a feature I call hands hands. We divided up into our groups of students and off we went. Each student had about an hour per feature with several passes each. Fish and I worked the slalom feature. Now that was a blast. It is hard to argue that Fish drives one of the best slalom lines in the club. The students learned a lot and I may have squeezed a few secrets out of Pessoney myself. Thanks Mike, sign me up to work with you anytime! Saturday continued for about 6 hours worth of instruction with a lunch break in there somewhere. Pizza was provided by TAC and the arrangements handled by Aaron. Thanks again Aaron! The evening wound down without incident other than a slight course deviation by Sparky. Who said a Miata is not a competitive Rallycross machine? No harm no foul.

Sunday morning rolls around and it is about 7:00am again. Cars are starting to build in the parking lot. The number of entrants starts to grow. 50, 60, 70, 80, then it hits me, the timing equipment was sent off for repair and has not been tested during an actual event yet. I start praying to the timing gods, please get us through this. We had several people

that ran the event but not the school so the actual number of entrants were more than just the students that had taken the class and the Saturday training. The actual number of entrants was 85! After dividing up into groups the first car got off the line at about 10:45. The first car passes the finish line, the timing is working display board and all. Then the fun begins. Car after car they take turns negotiating a smooth flowing course with features that emphasize to the student the lessons learned in the previous days. After 3 run groups and countless passes, the timing has worked flawlessly. Brad has quietly saved the day! Brad Clarke for mayor of the trailer! After all the timed runs, fun runs started. I believe we had a total of 46 paid fun runs. That has got to be close to a record as well. The total count for all timed runs including the fun runs topped the 600 mark. I believe the actual number was 607! Sunday was all about the students. Most of the instructors spent a lot of time in the passenger seat helping with the students. I personally made about 15 student ride-along trips.

The day concluded around 5:30pm or so with the trophy presentation. Several of our new students showed lots of promise and took home new bragging material. All in all I think the weekend was a total success. The final numbers show a profit of about \$900 for the weekend. That was after the expenses of food on Saturday, classroom rental fees, student tee shirts, instructor's shirts, insurance and the miscellaneous other fees. We also picked up 4-5 new members! It just goes to show that with this great group of members with lots of help and support from them all, we can accomplish just about anything! I applaud all those who helped pull this weekend off. From the instructors to course workers to all of those involved in any way. I thank each and every one of you! Let's all hope we helped someone improve their driving skill and that they return to join in on our fun and club activities!

TAC on!
Zigzag

DRIFTING AND MINITHINGIES

By Jim Burruss

In its November 10, 2004, issue, the Internet magazine *Autoextemist.com* published the following comment about drifting as motorsport:

"Drifting. On the one hand, any motorsport event that emphasizes car control is a good thing. On the other hand, anyone who actually thinks the popularity of "drifting" is going to spread to become a form of motorsport with national appeal - you're kidding yourself. Drifting is a fine diversion, but it will perpetually be a regional fascination in Southern California - and counter to conventional wisdom, not everything from California - Southern or otherwise - should automatically be labeled as yet another "can't miss" trend that will engulf the rest of the U.S. Memo to Detroit car companies: It's no place for manufacturers, especially from Detroit, so don't bother. We're really glad "drifting" has its following, but when you pull your heads out of the tire smoke, it's nothing more than the motorized equivalent of beach volleyball."

The SCCA has, as you know, embraced drifting in an apparent attempt to attract younger members to the club. This seems to be the most recent manifestation of its continuing concern about "the graying of the SCCA," first expressed a few years ago in *SportsCar*. It's commendable to attempt to keep the club viable with an influx of new members, but I personally don't believe that drifting as an entry-level activity will in any way lead to

participation in sports car competition. A more likely beneficiary will be drag racing, in which smoky tire burnouts seem to be part of the appeal. The juvenile set especially seems to equate smoke with performance. (We'll ignore the recent trend toward celebratory tire burnouts by NASCAR winners – which not all their drivers seem to have mastered.)

The SCCA earlier welcomed go-karts into its Solo program in an even more obvious attempt to attract the younger set into the fold. Contrary to my beliefs regarding drifting, karts can – and do – provide a natural progression into autocross, road racing and even circle track racing. Quite a few famous drivers in various forms of motorsport trace their origins to karts. But I still question SCCA's decision to recognize karts as just another competition car in autocross. When the decision was made public, I wrote the following in this newsletter:

"Now the SCCA has embraced go-karts!"

Over the years, the rules for non-production racecars in autocross were specifically designed, in part, to exclude go-karts. This was usually accomplished with minimum dimensions for wheelbase and track width. There is always room for debate concerning where to draw the line between "real" cars and miniature thingies. SCCA avoided the debate by simply abolishing the line altogether.

The existence of a driver-controlled, multi-gear transmission in the Formula 125s makes them no less go karts. The power-to-weight ratio of these little machines isn't all that impressive. The average male driver virtually doubles the weight of the kart, resulting in a power-to-weight

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ratio of around 9 pounds per horsepower. (The *Ruckus!*, including my weight, had a power-to-weight ratio of about 6 pounds per horsepower.) But power is only one component in the makeup of an autocross car, and it isn't the dominant one. Machines as small and light as a go-kart will generally start, stop and turn more easily than larger, heavier cars. I predict they will be the undisputed FTD cars wherever they are entered within two seasons and maybe sooner. If they are permitted the degree of development accorded Formula 440, competitors in Solo I and racing had better hope the SCCA doesn't legalize them for those higher levels of competition."

Subsequent to that article, the SCCA created the junior kart class for

underage drivers. Their karts are the low-horsepower "slipper" (centrifugal clutch) versions. This group clearly meets the SCCA's intent by introducing young drivers to the sport of autocross. The driver training thus provided is wonderful. This class should be retained, but a firm age limit of, say, 16 – similar to Quarter Midgets – should be imposed.

Holders of State-issued drivers licenses should move into cars or take their karts to proper kart venues. In regular autocross competition, karts are just too far removed from the traditional car to be appropriately included.

Perhaps someone should send the SCCA a bottle of Grecian Formula. But they won't find drifting or F125 karts in the ingredients.

Upcoming Events:

Apr 3 TVR Solo2
 Apr 7 TAC Meeting
 Apr 14 TVR-SCCA Meeting
 Apr 16-17 TGPR Solo1 School
 Apr 21 TAC Meeting
 May 5 TAC Meeting
 May 12 TVR-SCCA Meeting
 May 19 TAC Meeting
 May 21-22 TAC Slalom

TVR-SCCA holds meetings every 2nd Thursday at 7pm at Ci-Ci's pizza on South Parkway.

TAC holds meetings every 1st and 3rd Thursday at the China Buffet on Madison Blvd, west of Wall-Triana. Meeting start is now **7 pm**.

All Solo2's and Slaloms are held at John Hunt Park (Old Airport) unless otherwise stated.

Advertisements / Announcements



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\$700 Firm
email: c.mcdade@knology.net

Five Years Ago (March 2000) -

Editor Rod Ashcraft's lead article was the announcement that the Independent-Racket was selected as the SCCA's best newsletter from a small region for 1999. Rod thanked our newsletter's regular contributors. Also mentioned were Steve Hoelscher's DSP national championship in 1999 and Rich Crowell's selection as the recipient of a BFG Worker of the Year award. Mark Rothermel wrote of the highly successful TAC car show that he had organized in the old Parkway City Mall in February. Rallying was enjoying a resurgence in our clubs at that time, as evidenced by Jim Burruss' article, "An Autocrosser's View of Rallying," and by Ottis Airhart's 2-page Rally News section featuring articles by Mike Pessoney and Carol Airhart.

Ten Years Ago (March 1995) -

Mark Rothermel provided an article describing Debby Eley's recently acquired full race-prepared Mazda RX-7 including his test drive of the car at the old airport. Recipients of our two clubs' year-end awards from 1994 were listed, and an article supplied by Atlanta's Jim Creighton announced sponsorship for the 1995 SARRC series. Want Ads offered for sale cars, parts, electronic gadgets, and even 40 acres of land.

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Twickenham Auto Club / TVR SCCA

Final Results - TAC School - 03/06/2005 Total Registered: 85, with Times: 83

ss as asl bs cs ds es fs gs hs csp esp fsp dp bm em fm sts2 stx stu sm fj4 pro idk									
#	Driver	Car Model	Runs: 1-6						Total
'Super Stock' - Total Entries: 1 Trophies: 1									
1T 81	Rothrock, Tom	XX Porsche Boxster	61.256 51.749+1	53.161	53.177	51.657	51.782	51.657	-
'A Stock' - Total Entries: 2 Trophies: 1									
1T 12	Nguyen, Hai	05 Subaru Impreza WRX STi	56.760 54.141	56.107+2	55.039+1	53.640	54.647+dnf	53.640	-
2 63	Boustani, Ken	76 Porsche 911	59.828+dnf 55.008	55.403	53.953	55.126+dnf	54.040+dnf	53.953	0.313
'A Stock Ladies' - Total Entries: 1 Trophies: 1									
1T 429	Saunders, Marisela	03 Honda S2000	111.864+dnf 67.771+1	62.427	61.522	64.233+1	59.457+dnf	61.522	-
'B Stock' - Total Entries: 5 Trophies: 2									
1T 47	Cavanaugh, Josh	03 Nissan 350z	49.563+4 49.424	50.467	50.244	49.755	50.018+1	49.424	-
2T 108	Ballance, Paul	04 Mazda Rx8	53.518+1 51.706+2	52.591+3	51.775	58.112+1	53.406+4	51.775	2.351
3 33	Hudson, David	04 Nissan 350z	53.324 52.409	53.074	53.301	52.433	52.675	52.409	0.634
4 55	Phillips, Margaret	98 BMW M3	62.839 58.498	64.932+1	62.182	61.534+1	58.251	58.251	5.842
5 3	Jordan, Ricki	04 Mazda Miata Speed	72.019 58.713	60.934	63.385	59.458	60.586+1	58.713	0.462
'C Stock' - Total Entries: 1 Trophies: 1									
1T 210	DeFurio, Robert	02 Mazda Miata	80.533 62.566	67.696	63.678	64.290	62.278	62.278	-
'D Stock' - Total Entries: 5 Trophies: 2									
1T 222	Jackson, Richard	01 Mercedes Benz SLK 320	61.605 56.211+1	57.132	55.589	53.786	54.828	53.786	-
2T 56	Hudson, Stan	01 BMW 330 Ci	57.858+1 55.326	59.106+1	56.022	54.976	54.996+1	54.976	1.190
3 159	Adjali, Madani	04 BMW 330i	58.900 57.479	58.427	58.614	58.148+1	56.013	56.013	1.037
4 233	Hudson, Debra	01 BMW 330 Ci	62.363+dnf	60.983	58.876+dnf	60.418		60.418	4.405
5 7	Bouffard, John	96 BMW 328i						dns	60.418
'E Stock' - Total Entries: 7 Trophies: 3									
1T 22	Le, Huyen	96 Mazda Miata	75.744+dnf 53.984	59.535+1	56.446	56.230	55.482	53.984	-

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2T	44	Pannell, Richard	84 Mazda RX7	60.741+2 53.968+1	55.489	55.142	54.987+2	55.620	55.142 1.158
3T	224	Tatum, Paul	93 Mazda Miata	60.341 55.472	57.887+1	55.847	56.251	55.269	55.269 0.127
4	2	Le, Hanh (Tommy)	96 Mazda Miata	72.643+1 55.870	58.172	69.400	59.167	59.565	55.870 0.601
5	54	Gattman, Anthony	88 Pontiac Fiero Formula	59.519 57.487	79.981+dnf	60.835+dnf	61.417+1	58.842	57.487 1.617
6	202	Camden, Vickie	91 Mazda Miata	68.791 65.357	66.450	64.233	66.355+dnf	65.509+1	64.233 6.746
7	232	Schneider, Pauline	96 Mazda Miata	66.199+dnf 67.699+dnf	68.445	68.073	64.093+1	64.713+1	66.093 1.860

'F Stock' - Total Entries: 3 Trophies: 1

1T	219	Brockman, Heather	01 Ford Mustang GT	71.519 57.500	61.942	62.492	52.155	58.038	52.155 -
2	15	Phillips, Byron	96 Ford Mustang	57.084+1 53.837	55.242+2	54.302+1	55.378+1	53.959	53.837 1.682
3	216	Stevens, Chad	95 Ford Mustang	86.598 55.566	63.016+dnf	59.999	57.835	55.433+4	55.566 1.729

'G Stock' - Total Entries: 20

1	68	Peele, Brian	03 Toyota Celica	52.531 49.343+dnf	51.746	51.839+1	50.469	50.137+1	50.469 -
2	968	Estil, David	03 Toyota Celica	54.114+2 50.694	51.751	51.265	50.865	52.801	50.694 0.225
3	668	Dulaney, Tim	03 Toyota Celica	57.283 53.470	54.043	52.787	55.875+dnf	53.316+dnf	52.787 2.093
4	14	Webb, Austin	03 Dodge Neon	58.771 54.682	56.088	55.165	55.840	54.346	54.346 1.559
5	66	Olson, Chuck	96 Acura Integra	54.458 55.172+6	54.684+1	54.250+1	53.890+1	52.887+2	54.458 0.112
6	95	Leeper, Charlie	04 Mazda 3	57.360+dnf 55.000	57.598	56.577+dnf	56.817	55.409	55.000 0.542
7	236	Keener, Clint	04 VW Jetta	58.660 55.697	57.015+1	56.328+1	55.556	55.868	55.556 0.556
8	119	Cayse, Brian	98 Ford Mustang	64.732+dnf 56.354+2	57.692	56.984+1	55.776	56.480+1	55.776 0.220
9	110	Spalding, Chris	96 Acura Integra	58.074	57.958	55.850	55.074+1		55.850 0.074
10	10	Sandmeyer, Nathan	93 Chevrolet Camaro	63.977 56.019	61.014	57.796	56.814	57.272+dnf	56.019 0.169
11	4	Webb, Katie	03 Dodge Neon	66.602 57.067	61.440	57.924	58.009	56.747	56.747 0.728
12	156	Hudson, Stephanie	97 BMW 318 Is	72.989+1 58.504	57.770	57.466	59.124	57.906+2	57.466 0.719
13	78	Darji, Samir	96 Mitsubishi Galant	59.279 58.023	60.707+dnf	60.111+dnf	57.505	56.789+1	57.505 0.039
14	19	Cayse, Rob	98 Ford Mustang	62.208+dnf 57.584	63.524	58.506+1	57.717	59.006	57.584 0.079

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15	225	Roberts, Adam	02 Mazda Protege	80.290 59.626	61.647	61.488+1	60.597	60.162	59.626 2.042
16	201	Kimpe, Marc	99 Volkswagen Jetta	73.507 59.014+1	63.584	60.183	60.053	58.282+1	60.053 0.427
17	214	Gamble, Jennifer	02 Ford Mustang	62.506+dnf 58.279+1	74.453	62.200	60.439+2	60.062	60.062 0.009
18	21	Johnson, Devin	98 Chevy Malibu	70.096 60.908	64.943	63.831	62.086	62.269	60.908 0.846
19	35	Phillips, Lynn	04 Mazda 6	80.795 66.211	68.696	70.726	66.350	64.993	64.993 4.085
20	111	Kellough, Cameron	99 Volvo C70 Convertible	74.992+dnf 61.791+dnf	67.950	65.789	67.299	63.304+1	65.304 0.311

'H Stock' - Total Entries: 7 Trophies: 3

1T	151	Farrington, Seth	97 Mitsubishi Eclipse	61.398 57.259+2	58.563+1	58.791+1	56.374	58.379+2	56.374 -
2T	217	Alford, Scott	89 Mazda MX-6 Black	60.495 57.671	60.868	61.228	60.265	57.994	57.671 1.297
3T	34	Bourgon, Peter	01 Toyota Echo	62.845	61.001	58.589	58.842	61.305	58.589 0.918
4	152	Farrington, Phillip	97 Mitsubishi Eclipse	67.113 59.810	62.503	61.925+1	64.693	61.971+1	59.810 1.221
5	72	Strickland, Katie	95 VW Golf	70.517 60.279+2	63.765	63.777	60.295	59.990	59.990 0.180
6	37	Lovell, James	91 VW GTI	64.276 62.562	64.590+dnf	65.040	65.166	63.297	62.562 2.572
7	212	Dorneman, Casey	66 Sunbeam Alpine	67.669	64.210	64.350+dnf	65.261+dnf		64.210 1.648

'C Street Prepared' - Total Entries: 1 Trophies: 1

1T	52	Cowles, Dan	99 Mazda Miata	55.817+dnf 53.770+1	55.410	53.377	52.984	53.305	52.984 -
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'E Street Prepared' - Total Entries: 3 Trophies: 1

1T	230	Smolik, Jeremy	03 Dodge SRT-4	57.268 53.324	54.820+1	53.718	53.461	53.221	53.221 -
2	215	Pearce, Matthew	91 Ford Mustang GT Conv	64.777 56.465	60.709	59.273	57.979	57.339	56.465 3.244
3	79	Pearce, Jeanne	96 Ford Mustang GT	69.169 58.710	63.653	61.937+1	60.978	59.377	58.710 2.245

'F Street Prepared' - Total Entries: 1 Trophies: 1

1T	71	Sheffield, Matt	86 VW GTI	58.953 54.033	55.860	54.761	53.652	53.700+1	53.652 -
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'D Prepared' - Total Entries: 1 Trophies: 1

1T	226	Self, Clay	96 Mazda Miata	55.041 99.999+off	52.679	51.102	56.744	51.456	51.102 -
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'B Modified' - Total Entries: 1 Trophies: 1

1T	11	Sandmeyer, Glenn	78 Chevrolet Corvette	68.817 58.497	63.799	60.292	59.127+1	59.092	58.497 -
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'E Modified' - Total Entries: 2 Trophies: 1

March 2005

Independent Racket

1T	28	Funderburg, Bruce	CMC7	62.752+2 48.693	51.057+2	50.862+2	50.765+1	65.598+1	48.693 -
2	229	Doering, Mark	88 Mazda RX7	55.001 53.039	55.926	54.264	54.460	53.713	53.039 4.346
'F Modified' - Total Entries: 1 Trophies: 1									
1T	90	Rothermel, Mark	73 Caldwell D13	55.805+1 48.879	50.319	49.010	49.162	48.954	48.879 -
'Street Touring Sport 2' - Total Entries: 1 Trophies: 1									
1T	204	Hudson, Brett	94 BMW 325is	59.494 56.591	56.292	58.001+1	56.042+1	57.147	56.292 -
'Street Touring Xtreme' - Total Entries: 1 Trophies: 1									
1T	654	Saunders, Jeffrey	04 Subaru WRX	57.299 53.861	61.256+dnf	57.932	54.960	54.093	53.861 -
'Street Touring Ultra' - Total Entries: 2 Trophies: 1									
1T	17	Guagenti, Mark	04 Subaru Forester XT	50.292 50.709	49.873+1	49.960+1	50.478	50.370+1	50.292 -
2	57	Nazary, Michael	04 Subaru Forester XT	69.861 54.440	66.635	58.348	56.921	55.824	54.440 4.148
'Street Modified' - Total Entries: 4 Trophies: 2									
1T	62	Boyett, Tim	93 Honda Civic Hatchback	50.160+1 48.556	49.568+1	49.343	49.070	48.732	48.556 -
2T	99	Cantrell, Brandon	90 Eagle Talon Tsi AWD	58.569 53.792	58.222	55.996	55.110	53.590+1	53.792 5.236
3	203	Fowler, Nathan	96 Ford Cobra	59.997 56.050	54.305	54.648	55.564+1	55.501	54.305 0.513
4	31	Veilleux, Kyle	84 Volkswagon Rabbit	61.747+1 54.841	57.818+1	55.097+2	55.983	55.791	54.841 0.536
'Formula Junior 4' - Total Entries: 1 Trophies: 1									
1T	194	Wright, Shelton	98 Emmick Cobra	51.882 44.332	44.645	45.037	44.309	47.687+1	44.309 -
'Non-novices/instructor Class' - Total Entries: 13 Trophies: 4									
1T	13	Clarke, John	03 Chevrolet Corvette	50.896 47.301	50.303	48.957	53.331+dnf	46.993	46.993 -
2T	48	Farr, Craig	95 Mazda Miata	66.935 48.021	54.195	50.200	48.162+1	48.904	48.021 1.028
3T	8	York, Mark	96 Mazda Miata	50.539+dnf 49.542	49.547	49.404	48.807+1	48.623	48.623 0.602
4T	84	Sparks, Dennis	91 Mazda Miata	52.915+1 48.938	49.187+1	48.487+1	48.836+1	49.497	48.938 0.315
5	94	Wright, Charles	79 Mazda RX7	50.616+1 61.033+dnf	49.348+1	48.941+1	56.608+dnf	49.489	49.489 -
6	46	Cavanaugh, Mike	03 Nissan 350z	51.223 49.675	51.100	50.746	50.810	50.693	49.675 0.737
7	5	McCusker, Scott	00 Honda Civic Si	51.445+2 62.513+dnf	51.395	50.692	50.263	50.340+1	50.263 0.588
8	43	Pessoney, Mike	93 Mazda Miata	52.943 50.422+1	50.549	51.211+1	50.792	50.627	50.549 0.286

Independent Racket

9	76	Strong, Mark	99 Mazda Miata	52.276+1 51.061+3	50.999+1	51.040	50.307+3	50.730	50.730 0.181
10	88	Clarke, Brad	88 Pontiac Fiero Formula	57.281 50.809	51.370	52.064	51.219	51.709	50.809 0.079
11	16	Marvin, Greg	87 Volkswagen Jetta Sport	53.577 52.376+1	52.504	60.284	51.591	51.133+2	51.591 0.782
12	49	Eley, Debbi	79 Mazda RX7	54.737 50.537+1	52.993+2	80.985+dnf	51.937	51.201+1	51.937 4.944
13	9	Shurtz, Richard	99 Mazda Miata	52.081 60.194+dnf	55.642+1	51.778+2	53.976+1	56.582+1	52.081 0.490

'I don't know' - Total Entries: 1 Trophies: 1

1T	205	Wilson, Grant	01 Honda S2000	61.068	57.985	92.753	71.580+dnf	57.985	-
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Top Times Of Day

Raw time 44.309 fj4 194 Wright, Shelton

RETURN SERVICE REQUESTED

Aaron Mosher
TAC/TVR Newsletter Editor
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Madison, AL 35758